

Origin: E&E Website
Date: 12/17/2004
First Name: Colby
Last Name: Hallen
Address: 1190 Vallombrosa Ave
City: Chico
State: CA
Zip Code: 95926
Topic: Other/General Comment
Comments: Of all the proposals, the Cabrillo facility makes the most sense. We need a way to bring in cheap natural gas to help California's energy shortage. This project does just that. It doesn't put an ugly plant on our beautiful coast. That is why I am supporting this project.

G131-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/15/2004
First Name: Dirk
Last Name: Hallen
Address: 1525 Slack St.
City: San Luis Obispo
State: CA
Zip Code: 93405
Topic: Aesthetics
Comments: Californians do not want to see more permanent structures that will permanently infringe on the naturally beauty of the California coastline. Unlike other LNG projects, the folks at BHPB have addressed this concern by creating a project that is far out to sea with a negligible effect on the coastlines beauty. The temporary nature of the project also makes us feel comfortable that we are not permanently harming the beauty of the coastline.

G022-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/17/2004
First Name: Edward
Last Name: Hallen
Address: 4101 Innovator Dr. #727
City: Sacramento
State: CA
Zip Code: 95834
Topic: Socioeconomics

Comments: I find it amusing that the same people who gripe about the loss of jobs overseas are often the same folks that make it difficult for a company to come in and provide new ones. The Cabrillo Port facility is just such a case. While people complain that it is not being constructed in the USA, they are preventing good jobs the Cabrillo Port will provide from coming to California. This project will not only benefit the local and state wide economies, but will also provide affordable energy. In my opinion, California needs this project.

G109-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/15/2004
First Name: Kent
Last Name: Hallen
Address: 1190 Vallombrosa Ave
City: Chico
State: CA
Zip Code: 95926
Topic: Environmental Justice
Comments: Poor and rural communities normally are burdened with being the home of big industry. The cabrillo project will put the project off shore so no community has to accept that burden. That is one reason why I am supporting the cabrillo project.

G027-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/15/2004
First Name: Pam
Last Name: Hallen
Address: 1190 Vallombrosa Ave
City: Chico
State: CA
Zip Code: 95926
Topic: Environmental Justice
Comments: It seems that poor communities usually required to play host to infrastructure society needs like oil refineries. The BHP project makes it possible for no community to take on this burden. By putting the Cabrillo Port off shore, there is no impact on any community, rich or poor.

G038-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/17/2004
First Name: Chris
Last Name: Hamilton
Address: 68 Mayer Ave.
City: Cayucos
State: CA
Zip Code: 93430
Topic: Hazardous Materials

Comments: I am in favor of the Cabrillo Port LNG project. Previously, I heard concerns that there was the potential for a 30 mile ball of fire should the worst happen at the LNG facility. I am happy to see the amount of effort that officials took in producing the risk analysis. IT clearly shows that a 1.6 mile area would be the worst case scenario at the Cabrillo Port facility. I feel safe knowing that the facility is 14 miles offshore, nearly 10 times that amount. For me, the location of the facility off shore is just one more safety precaution that sets the BHP facility apart from the rest. That is one reason I support it.

G224-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.



Los Angeles Area
Chamber of Commerce

Source:
Public Meeting - Santa Clarita

Date: 11/29/2004

2004/G061

G061-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

November 26, 2004

California State Lands Commission
C/O Mr. Cy Oggins
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

By Fax: 916-574-1885
By Email: ogginsc@slc.ca.gov

U.S. Coast Guard
C/O Lieutenant Ken Kusano
2100 Second Street, S.W.
Washington, D.C. 20593-0001

By Fax: 202-493-2251
By Email: kkusano@comdt.uscg.mil

RE: *Cabrillo Port LNG Terminal*
Docket No. USCG-2004-16877 State Clearinghouse No. 2004021107

Dear Mr. Oggins and Lieutenant Kusano:

The Los Angeles Area Chamber of Commerce has long been supportive of natural gas utilization as part of the solution to ensure adequate energy supplies and improved air quality while we also grow our economy. In the Los Angeles region, the use of natural gas as a clean energy source has been a key component of both our clean air objectives as well as our economic growth. Much of the Chamber's membership—among which are some of the largest industrial and commercial companies in the region—rely upon natural gas for their energy needs.

The Chamber also recognizes that natural gas demand is increasing, while our domestic supplies are not expanding at the same pace. This is a concern of vital interest to our 1,400 member companies, representing 700,000 employees.

We must heed the warning of our state and national leaders that new sources of natural gas supplies will be needed for California as we move into the future. We do not wish to experience the energy shortages of the past. That is why the Chamber strongly supports the siting and approval of much needed liquefied natural gas (LNG) facilities that can provide additional supplies of natural gas into southern California.

The Chamber fully recognizes the environmental and safety issues that have been raised with respect to LNG facilities and their siting. In this regard it is important to note that the draft environment impact report recently released for the Cabrillo Port LNG terminal concludes that modern LNG facilities can be sited and operated in a safe and environmentally responsible manner, and can provide critically needed supplies of natural gas. It is time now for California to join the many countries throughout the world that already rely upon this method of transporting natural gas to meet energy needs.

Sincerely,

Russell J. Hammer
President & CEO

Origin: E&E Website
Date: 12/20/2004
First Name: Jay
Last Name: Hampton
Address: 1815 North 11th Street
City: Boise
State: ID
Zip Code: 83702
Topic: Energy and Minerals

Comments: The LNG facility is a good project. It will bring jobs and money to Southern California. It will not impact the safety and aesthetic needs of California residents. It will provide much needed natural gas to a needy Southern California. But most importantly it will help relieve some of the pressure we have for drilling here in Idaho. We do not need to be in the business of using our resources to fuel Southern California's demand. Southern California needs this projects approval to help mitigate its shortages for natural gas.

Please approve this project.

G345-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/15/2004
First Name: Lucas
Last Name: Hansen
Address: 5137 Bianca Way
City: Livermore
State: CA
Zip Code: 94550
Topic: Biological Resources - Marine
Comments: Some LNG projects have significant impacts on the surrounding ecosystem due to their temperature. I commend the BHP officials for the design of the Cabrillo Project. They have chosen a design that reduces the amount of seawater used which will reduce the impact on the marine environment. I think that is the common sense, pro-environment approach that needs to be taken.

G037-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/17/2004
First Name: Justin
Last Name: Harbor
Address: 322 Houston
City: Thousand Oaks
State: CA
Zip Code: 91360-6061
Topic: Other/General Comment

Comments: I have heard people complain that their farms will be dug up for this project. In all the studies I have read, there is nothing that supports those fears. I read that there are existing pipes that are located on government right away and those are the areas that will be dug up to change the size of the pipes, and to prepare them for the Natural gas to go through them. BHP has done the research for this and I think more people need to read the EIS/EIR to find answers to their questions.

G160-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/19/2004
First Name: Tabitha
Last Name: Hardy
Address: 6237 Mc Allister Ave
City: Las Vegas
State: NV
Zip Code: 89107
Topic: Public Safety: Hazards and Risk Analysis

Comments: I have examined this problem from both sides of the argument. I've weighed all the risks, potential hazards, and the stated fears of the many objectors. In my final analysis, it becomes clear in my mind that America was founded on, and flourishes in, an environment of free enterprise, manifest destiny and economic growth. We can - no, we Must- move ahead with developing natural resources. Our economic, social, and cultural engines require these resources in order for us to continue to flourish. We cannot be held captive by our own fears. Were this the early 1900's instead of the early 2000's, we would be asking ourselves if we should prevent Henry Ford from mass producing cars for fear of damage. Can any of the protestors categorically state that the neither use, nor receive services, products or other essential elements conveyed by internal combustion machines? No! I say, let the fear mongers find some other sob stories to whine about and allow us access to LNG through Cabrillo Port.

G204-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/19/2004
First Name: Grant
Last Name: Harris
Address: 6508 Dinning wy
City: Las Vegas
State: NV
Zip Code: 891225
Email Address: Hgrant123@aol.com
Topic: Other/General Comment

Comments: If we don't do business while it's hear then we may be passing up doing business with them later, when things have gotten to bad and we have no other choices. Why wait on something we need now and we know we will need more in the near future.

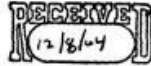
G226-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

308517

2004/G498

Ken Korman



To: California State Lands Commission and United States Coast Guard

Re: Cabrillo Port Liquefied Natural Gas Deep Water Port EIR/EIS

Date: November 26, 2004

USCG-2004-16877-647

G498-1

In my opinion, the draft report is incomplete, and I hope you agree. Both CEQUA and NEPA require that an adequate range of alternatives to a proposed project be evaluated in the report. Conservation, efficiency within present technology, and renewable energy are among the alternatives listed, but not evaluated. Since a number of negative effects of the proposed project cannot be mitigated, adequate alternatives must be clearly defined for comparison. On the contrary, renewable energy and conservation are dismissed out of hand in the draft report. I quote: (3.3.2) "increased use from renewable sources would occur with or without the proposed project."

THAT'S NOT ENOUGH!

What's more, the report dismisses conservation in a like manner: (3.3.1) "on-going activity would occur whether or not the proposed project is approved."

THAT'S NOT ENOUGH, EITHER!

California abounds in energy from fossil fuel, but before billions of dollars are spent on more of the same, any adequate environmental report must seriously consider the other options, and compare their positive and negative environment effect with the port proposal. I picture a chart comparison as the summary. Disappointingly, the EIR/EIS spent a lot of time on alternative pipeline routes and locations, but not on completely different ways to increase our energy capacity.

Your job as the Lands Commission and the U.S. Coast Guard is to assure the public that a complete comparison of alternatives is included. Only then, can the decision makers decide on the proposed project, fair and square.

Jean Harris
4900 Telegraph Road
Ventura, CA 93003
805 639-0945

G498-1

The Project has been modified since issuance of the October 2004 Draft EIS/EIR. New information was added to the Revised Draft EIR, which was recirculated in March 2006.

Sections 1.2, 3.1, 3.2, 3.3.1, 3.3.2, 3.3.3, 4.10, and 4.10.1.3 contain additional information on this topic.

NEPA and the CEQA do not require the consideration of alternatives that are infeasible or that would require significant changes in governmental policy or legislation. NEPA requires consideration of a "reasonable" number of alternatives. In determining the scope of alternatives, the emphasis is on "reasonable." "Reasonable" alternatives include those that are practical and feasible from the technical and economic standpoint and using common sense (CEQ 40 Questions; #2a). Thus, the information must be sufficient to permit decision-makers to make a reasoned choice of alternatives with respect to their environmental impacts.

Sections 3.3.1 and 3.3.2 address conservation and renewable energy sources as alternatives to the Project within the context of the California Energy Commission's 2005 Integrated Energy Report and other State and Federal energy reports.

Name (Please Print): DANIEL HARVEY
 Organization/Agency: _____
 Street Address: 3660 CREEKSIDE LN.
 City: OXNARD State: CA Zip Code: 93036
 Email address: daniel.harvey@NAVY.MIL

Source:
Public Meeting - Oxnard PM

Date: 11/30/2004

Please provide written comments in the space below and drop this form into the comment box.

You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
- Or by mail or email to following addresses:

Docket Management Facility
 Room PL-401
 400 Seventh Street SW
 Washington, DC 20590-0001

California State Lands Commission
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
 ogginsc@slc.ca.gov
 Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary): HAS ANY THOUGHT BEEN

G074-1

GIVEN TO MOVING THE FACILITY FURTHER NORTH "GAVIOTA PASS" AREA.

THIS AREA IS VOID OF HIGH POPULATION AND I BELIEVE THERE IS

A GAS LINE RUNNING CLOSE TO THE COAST. THIS I FEEL WOULD

BE A BETTER LOCATION.

No action will be taken until the environmental review process is completed.

Comment on EIR/EIS for the Cabrillo Port Liquefied Natural Gas Deepwater Port

Federal Docket No. USCG-2004-16877
State Clearinghouse No. 2004021107
CSLC EIR No. 727

2.3.1.4 Mooring and LNG Transfer

This section discusses the Mooring System for the FSRU and the precautions taken for the system.

Comment:

The EIR/EIS report does not discuss what could happen if three or more of the mooring cables are broken either by terrorist attack or acts of nature or human error. What are the results if such an occurrence did occur and the FSRU began to drift towards shore?

G111-1

John Haynes
3600 Harbor Blvd. #91
Oxnard, CA. 93035

G111-1

Section 2.2.3 contains a revised description of the FSRU mooring system. Table 4.2-2 identifies hazards that were considered in the public safety analysis, including loss of the FSRU's mooring lines. Section 4.2.7.6 under "Security Vulnerability Assessment and Hazard Identification" evaluates the scenario of the FSRU disconnecting from its mooring.

Comment on EIR/EIS for the Cabrillo Port Liquefied Natural Gas Deepwater Port

Federal Docket No. USCG-2004-16877
State Clearinghouse No. 2004021107
CSLC EIR No. 727

4.2.2 The Risk Assessment Process

This section discusses the risks associated with a deepwater LNG facility. The conclusions reached are that the threat from a terrorist attack, natural disaster or man-derived disaster and a resulting catastrophe are minimal based on the modeling performed by the risk assessment team. From table 4.2-1, item 1, it states, "Modeling results indicated that serious injuries could occur at a distance of about 1.4 NM (1.6 statute miles) away from the FSRU. The distance is greater than the 1,640-foot safety zone radius but is less than the Applicant's proposed 2NM (2.3 miles) radius of a designated Area to be Avoided around the FSRU."

Comment:

The entire issue regarding Risk Assessment is dependent on modeling, the input and assumptions used, nature of the model and how it does its calculations etc. all of which can have significant impact on the results and outcome. All of these issues raise questions regarding the validity of the model and the outcome. The results of the modeling should be validated by an independent third party other than the Applicant and the sponsors of the EIR/EIS report. This request for third party validation is in reference to the analysis that was done in 1977 and 1978 at time when Oxnard was faced with a similar situation. (Reference California Coastal Commission Final Report Evaluating and Ranking LNG Terminal Sites May 24, 1978 and City of Oxnard Environmental Impact Report E-75-2 for proposed Oxnard LNG Facilities, Socio-Economic System, Inc.) The results of that analysis were that a fire plume could extend up to 30 miles, which is in direct contrast with the results contained in this EIR/EIS report. Second, the assumptions used should be compared to the study performed the analysis contained in the FERC under contract FERC04C40196 entitled "Consequence Assessments Methods for Incidents Involving Releases from Liquefied Natural Gas Carriers". The results of the two aforementioned reports seem to contradict the results contained in the EIR/EIS report referenced in the Federal Docket number above.

I find it insulting that in Table ES-1 under Note 1 Terrorist Attack it states "No frequency of occurrence can be calculated; event not credible" How can one reach this conclusion especially after September 11th. The entire Risk Assessment conclusions will be suspect until an independent third party validates the results contained in the EIR/EIS.

John Haynes
3600 Harbor Blvd. #91
Oxnard, CA. 93035

G112-1

The Independent Risk Assessment (IRA) has been updated since issuance of the October 2004 Draft EIS/EIR. The lead agencies directed preparation of the current IRA, and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C.

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

G112-2

Section 4.2.3, the Independent Risk Assessment (Appendix C1), and the U.S. Department of Energy's Sandia National Laboratories' review of the Independent Risk Assessment (Appendix C2) contain revised information on the 1977 Oxnard study.

G112-3

The Independent Risk Assessment (IRA) has been updated since issuance of the October 2004 Draft EIS/EIR. The lead agencies directed preparation of the current IRA, and the U.S. Department of Energy's Sandia National Laboratories independently reviewed it, as discussed in Section 4.2 and Appendix C.

G112-1

G112-2

G112-3

Section 4.2.7.6 and the IRA (Appendix C1) discuss the models and assumptions used and the verification process. Sandia National Laboratories (Appendix C2) concluded that the models used were appropriate and produced valid results.

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G115-1

Section 4.16.1.2 discusses this topic.

Comment on EIR/EIS for the Cabrillo Port Liquefied Natural Gas Deepwater Port

Federal Docket No. USCG-2004-16877

State Clearinghouse No. 2004021107

CSLC EIR No. 727

4.16.1.7 Property Values

This section states that “property owners would not have to disclose the presence of the Project as part of a real estate transaction.”

Comment:

There are real estate agents today who are disclosing the possibility of LNG deepwater facilities off of our shores. Is the Applicant willing to request a statement from the National Association of Realtors and the Ventura County Association of Realtors verifying and validating the statement contained in the EIR/EIS that disclosure is not required? Applicant should obtain in writing what they believe the disclosure policy is from the National Association of Realtors and the Ventura County Association of Realtors.

G115-1

John Haynes
3600 Harbor Blvd. #91
Oxnard, CA. 93035

G116-1

Section 4.2.5 contains information on liability in case of an accident and reimbursement for local agencies.

Comment on EIR/EIS for the Cabrillo Port Liquefied Natural Gas Deepwater Port

Federal Docket No. USCG-2004-16877

State Clearinghouse No. 2004021107

CSLC EIR No. 727

4.16.1.5 Liability in Case of Accident

This section discusses liability in case of accidents and personal liability

Comment:

Applicant should state the amount of insurance coverage to be carried and at what level within its organizational structure it will reside and what layers of coverage will be applicable including at the subsidiary and parent and holding company levels. In case there is a disaster, man made or terrorist, under what scenarios will the Applicants insurance cover those whose homes maybe be damaged or lost and whose lives may be lost?

G116-1

John Haynes
3600 Harbor Blvd. #91
Oxnard, CA. 93035

Comment Form—Cabrillo Port LNG Deepwater Port draft EIS/EIR

Name (Please Print): John Haynes Source: Public Meeting - Oxnard PM
 Organization/Agency: _____ Date: 11/30/2004
 Street Address: 3600 HARBOUR BLVD #91
 City: OXNARD State: CA Zip Code: 93035
 Email address: haynesje@earthlink.net

Please provide written comments in the space below and drop this form into the comment box.

You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>
- Or by mail or email to following addresses:

Docket Management Facility
 Room PL-401
 400 Seventh Street SW
 Washington, DC 20590-0001

California State Lands Commission
 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
 ogginsc@slc.ca.gov
 Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary):
how do you prevent a FSRU TAKE OVER
BY TERRORISTS WHO THEN SET THE SHIP G393-1
FREE + RAM IT INTO SHORE OR BLOW IT UP?

No action will be taken until the environmental review process is completed.

G393-1

Sections 4.2.2, 4.2.6.1 and 4.2.7.6 contain information on this topic.

Name (Please Print): JOHN HAYNES Source: Public Meeting - Oxnard AM
 Organization/Agency: OXNARD RESIDENT Date: 11/30/2004
 Street Address: 3600 HARBOR BLVD #91
 City: OXNARD State: CA Zip Code: 93035
 Email address: haynesje@earthlink.net

Please provide written comments in the space below and drop this form into the comment box.

You may also submit comments

- Electronically through the Project Web site at <http://www.cabrilloport.ene.com>
- Electronically through the Docket Management System Web site (docket number 16877) at <http://dms.dot.gov>.
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 100 Howe Avenue, Suite 100-South
 Sacramento, CA 95825
 ogginsc@slc.ca.gov
 Attention: Cy Oggins

All comments must be received by 2 p.m. PST, December 20, 2004

Comments (Use other side or attach additional sheets if necessary): _____

REF SECTION: 4.2.2 & 2.3.1.4
 MODELING SYSTEM: THE USE OF AN ENERGY BRIDGE
 RATHER THAN THE PROPOSED MODELING SYSTEM
 & FSRH SHOULD BE INVESTIGATED. AN ENERGY BRIDGE
 IS LESS COMPLEX, LESS RISK, SIMPLER & SAFER
 IN EVERY ASPECT THAN THE FSRH CONCEPT. AN ENERGY
 BRIDGE MINIMIZES EARTHQUAKE & SAFETY ISSUES
 AS WELL AS EXPOSURE TO TERRORIST OR NATURAL OR MAN
 MADE DISASTERS

G397-1

No action will be taken until the environmental review process is completed.

G397-1

Section 3.3.8.3 contains additional information on this topic. An Energy Bridge (or similar concept) would also require use of offshore and onshore pipelines.

Origin: E&E Website
Date: 12/18/2004
First Name: Hunter
Last Name: Heaton
Address: 925 Calle Tulipan
City: Thousand Oaks
State: CA
Zip Code: 91360
Topic: Alternatives
Comments: People complained that they were not notified in time to make comments or go to meetings. Nine hundred postcards announcing the scoping meetings and open house were mailed to landowners along the proposed and alternative routes for the pipeline. Many People have been notified and many have stated their opinions in the meetings or like me in letters. Comments have been made let's address them and move on. I, along with several others are for the proposed project and would like to see it get started.

G168-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Origin: E&E Website
Date: 12/19/2004
First Name: Mike
Last Name: Heibner
Address: 2104 H St. N
City: Oxnard
State: CA
Zip Code: 93036
Topic: Other/General Comment
Comments: If we keep denying everyone on every occasion that they try to do something like attempt to bring a clean burning alternative fuel to our country, which we are beginning to desperately need, these companies will not be there when we finally realize tha we should have done something like this a whole lot earlier. The demand for natural gas is not goig to decrease but the availability and supply will. We need Cabrillo Port.

G234-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Kusano, Ken LT

From: Gregory Helms [ghelms@psinet.com]
Sent: Tuesday, December 14, 2004 7:41 PM
To: Kusano, Ken LT; ogginsc@slc.ca.gov
Subject: Comments: Cabrillo Port Deepwater Port EIS/EIR



<!--[if !vml]-->

<!--[endif]-->

Santa Barbara Field Office

714 Bond Avenue

Santa Barbara, CA 93103

(805) 687-2322

<!--[if !supportEmptyParas]-->

<!--[endif]-->

December 13, 2004

Lieutenant Ken Kusano

U.S. Coast Guard

2100 Second Street, SW

Washington, DC 20593

Mr. Cy Oggins

California State Lands Commission

100 Howe Ave. Suite 100-South

Sacramento, CA 95825

12/15/2004

<!--[if !supportEmptyParas]--> <!--[endif]-->

[VIA Electronic Mail]

<!--[if !supportEmptyParas]--> <!--[endif]-->

RE: Comments: Draft EIS/EIR, Cabrillo Port LNG Deepwater Port, Fed. Docket # USCG-2004-16877

<!--[if !supportEmptyParas]--> <!--[endif]-->

Dear Lieutenant Kusano and Mr. Oggins:

On behalf of The Ocean Conservancy's 25,000 California members, I am pleased to submit these comments on the Draft EIS/EIR, Cabrillo Port LNG Deepwater Port. These comments are primarily directed to the analysis of potential impacts and consideration of mitigation measures for marine resources, marine recreation and maritime traffic.

Alternatives

The document suffers from a significant shortage of viable alternatives to the proposed project site. Given the numerous adverse impacts associated with the proposed project identified in the Draft, reliance on public scoping comments and the constraints of the 1978 Offshore LNG Terminal Study should be abandoned and a new consideration of alternative project sites conducted. In particular, a site alternative significantly further from shore that could therefore potentially avoid impacts related to aesthetics, maritime traffic conflicts, Department of Defense activities, nearshore biological resources, and recreation should be included and considered. Based on nautical charts and the bathymetric/topographical setting depicted in Figure 3.3-3, suitable ocean depths, sediment types and use configurations appear widely scattered throughout the Southern California Bight region. The public and decision makers should be afforded the opportunity to compare potential impacts between a more distant site from shore and the proposed project site.

Maritime Traffic, Defense Activities, Biological Resources -- Overview

Although the Draft Report itemizes the broad and intense use of the project site by an array of facilities, vessels and resources, the effect is likely lost on many readers because of the compartmentalization of the information. Lost in the numerous tables and lists of facilities and users is an overarching fact of context: the eastern entrance to the Santa Barbara Channel is an already overtaxed, dangerous, and technically difficult site. Existing conditions in this region are constrained by the narrow geographical strait formed by the eastern Channel Islands and the headland of Pt. Mugu. Large, unwieldy commercial vessels bound for or from the Port of Los Angeles and/or Port Hueneume, including supertankers and bulk container ships, vie with military exercises, oil and gas platforms and support vessels, recreational and commercial fishing vessels and others for space at an international hub of maritime commerce and in a challenging, environmentally sensitive area. Maritime safety is already a significant concern at the site; currently proposals to extend and improve Vessel Traffic Safety systems are pending but uncompleted. Weather, sea conditions and visibility are seasonally as bad as anywhere in the world. Large vessel navigation and maneuverability are notoriously slow and vessel speeds are high and growing higher. Natural resources in the area -- including the National Recreation Areas around Malibu and the National Park and National Marine Sanctuary aim to protect a globally unique assemblage of organisms and features yet have little jurisdiction over the controlled chaos of this hazardous activity. Narrow, often ignored, voluntary vessel separation lanes have been placed on nautical charts to manage

G526-1

The 1978 Offshore LNG Terminal Study conducted by the California Coastal Commission was not used exclusively in the evaluation of alternatives. Although some aspects of it are dated, much of it is still relevant, including many of the criteria used. In particular, the wind/wave conditions have not changed and are still relevant to the need to minimize adverse sea and weather conditions for any offshore port. Locations on the west side of the Channel Islands were considered but were rejected for a variety of reasons, including wind/wave conditions (see Section 3.3.6.4). Moving a port facility farther offshore increases the likelihood of interference with Department of Defense activities. The Department of the Navy has ranges in which it conducts its activities parallel to most portions of the California coast. The proposed location of Cabrillo Port is an area that is not included in a Navy range.

Other constraints that limit the potential offshore locations of a port are the topography and the seismic conditions of the seafloor between the port and the shore. Although technology for pipelines has improved since 1978, the proposed routes for subsea pipelines are relatively flat or gently sloping areas with a minimum of seismic activity. Hard bottom also must be avoided. The subsea topography that parallels the entire Channel Islands includes canyons and escarpments.

In addition to offshore constraints, there are constraints on where a pipeline could make a shore crossing. Similar to the offshore conditions, the topography should be flat or gently sloping. Ideally, the shore crossing would be near existing infrastructure to minimize the need to establish a new onshore natural gas distribution system.

The Applicant's proposed location for the Cabrillo Port is farther offshore than any of the sites evaluated in the 1978 study. The proposed location of the Cabrillo Port is outside the traffic separation scheme (TSS). The TSS is the designated marine traffic lanes for large commercial vessels. In addition, the Applicant has agreed that LNG carriers would not enter the TSS at any time so that operations at Cabrillo Port would not interrupt the existing marine traffic in the TSS.

G526-2

In accordance with NEPA and the CEQA, the environmental analysis (Chapter 4) discusses the existing regional setting and potential impacts by resource. Chapter 4.3.1 discusses existing conditions of maritime traffic in the Santa Barbara Channel.

the obvious potential for incidents; these lanes already impinge on the National Marine Sanctuary and Park. Potential expansions of either the Port Hueneume commercial shipping port or the Point Mugu Naval Air Station/Sea Range, or both are pending consideration. Multiple LNG proposals have been submitted, as has a major offshore mariculture operation. Little is evident in the way of federal or international consideration of competing uses –current or future; instead, new uses and even conjunctive uses of existing facilities mount almost monthly.

This is the existing setting of the proposed project site. The Draft should be amended to compile and depict the intense use and limited natural carrying capacity of the site and the context in which the potential impacts and mitigation measures for the proposed project should be considered.

Maritime Traffic

104 to 156 LNG carrier visits annually will be added to the project area region; approximately 1500 vessel transits associated with the project will be added. Cumulatively, this brings the area vessel load annually to or past 35,000. In the absence of a federal maritime policy framework to assess the risks posed and economic costs associated with such an intense use, it is probably impossible to identify and mitigate the full suite of impacts such an increased vessel load will bring. The significance criteria listed in the Draft do little to illuminate the situation or guide decision makers on this matter. Minimally, the Draft should conclude that the proposed site is likely an inappropriate site for a major new industrial facility. Also minimally, a significant upgrade to Pt. Mugu-area Vessel Traffic Safety System capabilities – including those capable of handling the central Santa Barbara Channel and waters south of the Channel Islands -- should be imposed as a mitigation measure. Such considerations are underway under the auspices of the Marine Exchange of Los Angeles/Long Beach Harbor.

G526-3

Biological Resources – Noise Impacts

The effects of anthropogenic noise on the behavior and well-being of marine mammals is a growing and relatively new field of study, but noise impacts are of significant concern among marine construction and vessel-related industries. A growing body of scientific evidence is revealing that not only can acute, short-duration sonic events cause catastrophic impacts (e.g. hemorrhage, death) to a variety of marine mammals, but that less intense, more routine anthropogenic acoustic events are a significant source of concern. Both these categories of sonic impacts are likely to be associated with the BHP Cabrillo Port project during construction and operation of the project. The Draft assigns a Class III impact label to these potential impacts. The potential impact is probably significantly higher. First, Table 4-7.3 does not appear to be current. A recent return of Killer Whale pods (*Orcinus Orca*) to the region has occurred, and, notably, this animal's return is anecdotally associated with the cessation of high-energy seismic surveys involving sonic blasts in oil and gas exploration in decades past. Second, no weight has been assigned to the potential impacts that will occur near or potentially within ocean areas nationally designated (and widely visited specifically for) the protection of creatures like whales. Given the extremely sensitive hearing organs of marine mammals and the long distances anthropogenic sounds can travel, this section should be revisited and improved prior to certification of the document.

G526-4

G526-5

G526-6

Biological Resources -other

We also note that, in the areas of introduced species, discharge of hazardous materials and waste treatment, ballast water, oil spills, "compliance with federal regulations" has not proven demonstrably effective in controlling their impacts. Applicable federal standards will not likely mitigate the potential for introduction of exotic species to a level of insignificance. The assignment of "beneficial impact" to the sub-sea pipelines due to probable habitation by invertebrates should be documented as a net-benefit

G526-7

G526-8

G526-3

The Project has been modified since issuance of the March 2006 Revised Draft EIR. See Section 1.4.2 for a summary of Project changes. The Applicant has reduced the number of LNG carriers that would call on the FSRU annually from a maximum of 130 to a maximum of 99. As a result, the number of LNG carriers docking at the FSRU weekly would be reduced from an average of two to three per week to one to two per week. Since a crew vessel would meet each LNG carrier, the number of crew vessel trips to and from Port Hueneme would also change. See Section 4.3 for more information on this topic. The LNG carriers calling at the Cabrillo Port would neither use nor cross the coastwise traffic lanes. Section 4.3.1.2 contains information on the expansion of the Vessel Traffic Service at the Port of Los Angeles/Long Beach.

G526-4

Information about killer whales in Table 4.7-3 has been updated.

G526-5

Section 4.7.1.5 and Table 4.7-3 address this topic.

G526-6

New information on this topic is presented in Section 4.7.4 under Impact BioMar-3.

G526-7

The Project is required to comply with Federal and State laws and regulations. Applicant measures and mitigation measures beyond legal requirements are cited where deemed appropriate by the agencies.

LNG carriers would exchange ballast water outside of the U.S. Exclusive Economic Zone (200 NM) and would only take on ballast water when docked at the FSRU, so non-native invasive species would not be introduced. Section 4.7.2 contains information on regulations to prevent the introduction of non-native invasive species.

G526-8

The statement has been deleted from the discussion of Impact BioMar-12 in Section 4.7.4.

from a ecological or biological production perspective or deleted.

G526-8
cont'd

Conclusions

G526-9

The Draft is deficient in describing and analyzing the cumulative and project-specific impacts associated with the proposed project so that an informed decision can be made in the above-mentioned areas. The absence of a comprehensive analysis of existing conditions in the northern Southern California Bight/Eastern Santa Barbara Channel is particularly damaging to the utility of the draft report to the public and decision makers. The analysis of alternatives is also unacceptably narrow.

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Thank you for your consideration of these comments.

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Gregory Helms

The Ocean Conservancy

Santa Barbara Field Office

G526-9

The cumulative impacts analysis has been conducted to account for those projects that are reasonable and foreseeable, in accordance with NEPA and the State CEQA guidelines. See 40 CFR 1508.7 and section 15130 of the State CEQA Guidelines, with which the document complies. Existing facilities, whose related environmental impacts have already occurred and are thus reflected in baseline conditions described throughout the document, are not contemplated in the requirements of this section.

Date: 11/29/2004



November 26, 2004

California State Lands Commission
C/O Mr. Cy Oggins
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

By Fax: 916-574-1885
By Email: ogginsc@slc.ca.gov

U.S. Coast Guard
C/O Lieutenant Ken Kusano
2100 Second Street, S.W.
Washington, D.C. 20593-0001

By Fax: 202-493-2251
By Email: kkusano@comdt.uscg.mil

RE: Cabrillo Port LNG Terminal
Docket No. USCG-2004-18877 State Clearinghouse No. 2004021107

Dear Mr. Oggins and Lieutenant Kusano:

The Valley Industry and Commerce Association -- representing over 300 businesses and 250,000 employees throughout the greater San Fernando Valley -- supports federal and state approvals for California LNG facilities, such as *Cabrillo Port*, in order to ensure a safe, reliable and long term supply of natural gas to meet the state's energy needs.

Now, the recently released DEIS/DEIR for *Cabrillo Port* concludes that "the proposed project would not contribute significantly to a cumulative adverse effect on the region's environment." This means that this important and needed natural gas supply project can be built, and the environment can be protected.

The DEIS/DEIR also addresses the important public safety issue being raised with regard to LNG -- the impact of a catastrophic event. It concludes that if such an event were to occur, although unlikely, it would impact only a limited radius around the facility -- about two miles -- and thus would not imperil coastal residents or commerce.

This draft environmental report leads us to believe that *Cabrillo Port* -- a floating, offshore LNG facility located over 14 miles away from the Ventura County coastline -- can protect public safety, minimize coastal, marine and other environmental concerns, and provide for reliable and high quality supplies of natural gas.

The environmental report confirms that the long distance, offshore location provides for the all-important protection of public safety. Its location outside of

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

VICA, Page 2

the shipping lanes ensures no interruption of shipping commerce. Its location away from both marine migratory patterns and marine habitat, as well as its separation from the Channel Island Marine Sanctuary, provide important marine environmental protections.

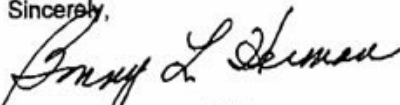
Based on technology used by BHP Billiton, the project sponsor, the DEIS/DEIR demonstrates that the floating storage and re-gasification facility can safely receive and store deliveries of LNG from tankers, and can safely convert the LNG into natural gas and deliver it by an undersea pipeline into the local gas utility system.

Clean-burning natural gas has always been an important part of California's energy mix to fuel industry and commerce, to generate electricity, and to heat homes and cook food. Today, increased use of natural gas -- particularly to generate clean and low cost electricity -- has become a major part of California's effort to improve air quality and protect our environment. And importantly, for business, natural gas has become the fuel of choice to meet increasingly strict air quality standards.

California's increased demand for natural gas is also matched by the nation's increased demand for natural gas. While there is an abundant supply of natural gas to meet increased demand, most of it is located in other parts of the world. Over the next several years, the U.S. and California will need new supplies of natural gas, and the delivery of LNG will become an important natural gas supply option.

We urge both the federal and state agencies to move forward BHP Billiton's proposed Cabrillo Port. We believe the draft EIS/EIR appropriately considers environmental impacts, and that its conclusions should lead to adoption of a final EIS/EIR and the granting of a deep water port license by the United States Coast Guard to operate *Cabrillo Port*, and the granting of land lease by the California State Lands Commission to operate an undersea pipeline to deliver needed, new natural gas supplies into the southern California natural gas pipeline system.

Sincerely,



Bonny L. Herman, CAE
President and CEO

G387-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

G387-1

G541-1

Your statement is included in the public record and will be taken into account by decision-makers when they consider the proposed Project.

Good Afternoon. Thank you for holding this forum and receiving public input on this issue. My name is David Hermanson. I am speaking here today in support of an LNG project. I am the General Manager of four combined heat and power plants in Southern California that utilize approximately 32,000 MMBtu per day of natural gas or approximately the same amount as 192,000 homes each day. The San Diego plants produce electricity under contract to the local utility and provide steam to military bases and San Diego City Fire Fighting School. Our plant in Oxnard provides refrigeration services to Boskovich Farms and sells the electricity we produce to Southern California Edison.

I am the Chair of the California Cogeneration Council, an ad hoc association of 32 combined heat and power plants producing over 2,000 Mw of power for California consumers. Combined Heat and Power or CHP is the most efficient use of natural gas as the technology provides both heat and electricity from the same fuel source. The Environmental Protection Agency continues to advocate CHP as a method to increase energy efficiency and decrease green house gas emissions.

I have several reasons for supporting LNG imports into California.

California needs LNG in order to drive the price of natural gas down. Gas reserves in the lower 48 states and Canada are dwindling, the gas is getting harder to find, we are finding it in smaller pockets and it is more expensive to drill to find those pockets. We need to force a shift in the price of natural gas. We can't get a shift without adding a new source of supply. The supply demand curves won't change. The last time we had a shift in the supply curve to California was in 1992 when the Kern River Pipeline became operational. Kern River brought Colorado basin supplies into California and into competition with the pipelines from Texas. Prior to 1992, natural gas in California was bought and sold at a premium relative to the rest of the nation. After Kern River that premium disappeared providing real price relief to California consumers.

The addition of an LNG terminal in California will produce much the same effect. Prices will drop due to the addition of a new supplier, especially one that can provide approximately 15% of California's gas needs.

Ventura County is a logical place for an LNG terminal. Two cornerstones of our county's heritage are agriculture and oil production. Agriculture is way

of life that we are trying to preserve in Ventura County. Many of us would like to see farming greenbelts surrounding each city to provide a buffer between cities and prevent the wall to wall houses such as you see in the counties to the south of us. In addition to our climate that allows for year round production, agriculture also needs fertilizer to keep the crops growing and the farms viable. As you may recall fertilizer is ammonia based and ammonia is produced from natural gas. I met the manager of an Iowa fertilizer plant at a natural gas conference two years ago and expressed my surprise that he was at the conference. He explained to me that 80% of the cost of making fertilizer was the cost of natural gas. So another reason to support LNG is to keep fertilizer prices down for our local farmers to keep our green belts viable.

Ventura County has a proud oil history. Union Oil was started in Santa Paula. Shell, Mobil and Texaco all have had production fields in the county. I have had the pleasure of working with former oil and gas workers, many of whom are second-generation "oil patch". I think we do a grave disservice to our neighbors when we talk about safety and imply that they don't take great pride in their work and are prone to mistakes. We have a set of skilled local workers easily able to handle the technology utilized by LNG.

Finally the existing gas system in Southern California is stressed to its capacity. As recently as last week SDGE had to bring in natural gas supplies through Mexico on an emergency basis. The cause for the emergency was the combination of the unusually cold weather and the two San Onofre units off line at the same time. In order to replace the electric generation normally provided by these non fossil fueled generators, other gas and oil fired generators had to increase generation. Additionally SDGE had to implement its electrical demand reduction program to reduce the need for replacement generation. If we had access to LNG we could have put gas in the system on this side of the constraint and avoided the crises.

We need to rationally analyze the risks and benefits these projects provide, especially in light of the excellent safety records of the LNG regassification terminals in the US.

Therefore, as a Green Party member, I urge the council to support one of the LNG proposals before us in light of its positive impacts on reducing natural gas prices and improving the economy of the County and State.

The attached graph indicates the decrease in the California basis differential as a result of the Kern River Pipeline becoming operational. It also reveals the dramatic rise in gas prices nationwide in the recent past. This situation can only be alleviated with the addition of new supply sources.



DEC. 19. 2004 9:39PM

308803

NO. 439 P. 1/1

Source:
USCG Docket

Date:

12/19/04

December 1st, 2004

USCG-2004-16877-701

FROM

Amparo Hernandez

I wanted to speak at last night's hearing at the
Oxnard Center to show support for the Cabrillo
Natural Gas project but was unable to speak.

Thank you.

Amparo

7831 Vinehard Ave., Apt. #14
Sun Valley, Calif. 91352

Docket No. USCG-2004-16877
State Clearinghouse No.
20044021107

Your statement is included in the public record and will be taken
into account by decision-makers when they consider the proposed
Project.